



Western Pacific Region Airports Division



AirporTopics

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010
(650) 876-2775
(650) 876-2733 Fax

Airports Division Regional Office
P.O. Box 92007 World Way Postal Center
Los Angeles, CA 90009-2007
(310) 725-3600
(310) 725-6847 Fax

Honolulu Airports District Office
P.O. Box 50244
Honolulu, HI 96850
(808) 541-1232
(808) 541-3462 Fax

FALL 1999

Disadvantaged Business Enterprise Program Changes

The Department of Transportation has issued a new final rule, Title 49 CFR Part 26, to guide the administration of the Disadvantaged Business Enterprise (DBE) Program. The rule applies to contracts awarded by airport sponsors obligated under the Airport Improvement Program in response to the Supreme Court's 1995 decision in Adarand vs. Pena, and to recent congressional action.

The new regulation has three major goals:

(1) Create a level playing field on which DBE's can compete fairly, (2) mend but not end the DBE program, and (3) make the DBE program more effective and efficient for all participants

The deadline for submitting revised DBE programs was September 1, 1999. See the attached letter from DOT Administrator Rodney Slater. Those airport sponsors that are still completing their revised programs should submit them for FAA review as quickly as possible. If you have any questions, please contact Rudy Andrade, FAA Civil Rights Staff, at (310) 725-3945.

(John Milligan, Supv, Standards Section)

Peter Melia Retires

Peter Melia retired on September 30, 1999. Many of you know Peter from his position as Manager of the Planning and Programming Branch and also when he headed the Capacity Section that was heavily involved in base closure and civilian reuse activity. He is returning to private life on the East Coast to shovel snow and swat mosquitoes. We wish him the best. He will be missed by the staff and the many friends he made in the world of airports.

INSIDE THIS ISSUE

Disadvantaged Business Enterprise Program Changes
Peter Melia Retires
Rent Free Space Implementation Date Postponed
Is Your Airport Ready to Handle Larger Aircraft?
What To Do When an Accident Occurs
What is the Airports Division Safety Section?
What is the Airports Division Compliance Section?
Passenger Facility Charge Audit Guide Available
Air Shows Are Fun (Or Are They?)
Aloha, NAS Barbers Point

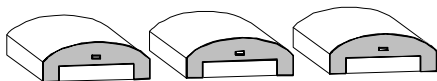
Rent Free Space Implementation Date Postponed

On May 18, 1999, the Federal Aviation Administration (FAA) issued guidance describing the FAA policy for asserting rights at obligated airports to free rent and space for air traffic control, navigation, weather reporting, and communications facilities for air traffic control functions. The guidance was to apply to all FAA airport leases for air traffic control functions expiring after September 30, 1999.

Since May 1999, airports have sought to have their obligation clarified and to determine the financial consequences of the airport obligation to the FAA.

As a result, the FAA has decided to postpone implementation of the rent-free guidelines for one year until September 30, 2000. This will allow sufficient time for the FAA to notify the affected airports and for airports to undertake appropriate fiscal planning.

Leases that expired prior to September 30, 1999 should be extended only through September 30, 2000, if they contain a rent payment provision. However, leases may be extended for a longer period if the parties have agreed to lease terms that comply with the rent-free guidance. Airports should be prepared for the financial impact of the rent-free obligation for those leases expiring on or before September 30, 2000. Thereafter, leases will be brought into conformity with the FAA



guidance as leases expire.

(Tony Garcia, Airports Compliance Specialist)

Is Your Airport Ready to Handle Larger Aircraft?

With the development of newer and larger aircraft, the world's airports need to plan and develop their airfields to accommodate the arrival of these aircraft.

The Boeing Company has an Airport Technology Group that can assist airports in the planning,

engineering and evaluation of their facilities. This information can be obtained off the Internet at the Boeing Company website:

<http://www.boeing.com/assocproducts/aircompat/>

Some of the features offered are Aircraft Planning Manuals and Product Brochures; Airplane Characteristics for Airport Planning; Three-View Drawings of Aircraft in AutoCAD format; and Airport Planning and Engineering Services.

(Elizabeth Louie, Airport Certification/Safety Inspector)

What to do When an Accident Occurs

The following are National Transportation Safety Board (NTSB) guidelines for local and state authorities, coroners and medical examiners involved with civil aircraft accidents. These guidelines can also act to remind airport operators what they need to do to assist the accident investigation crew at their airports.

RESCUE the occupants.

GUARD the wreckage. Allow no one inside the wreckage area other than those necessary for occupant removal, firefighting, and the possible removal of mail and cargo when necessary to protect it from further damage. Items removed for protection must be retained locally for examination by a Federal Air Safety Investigator.

ADVISE the County Coroner/Medical Examiners. Fatally injured occupants of the aircraft should be held for possible pathological and/or toxicological examination prior to embalmment.

IDENTIFY the position of fatalities. Prior to removing the remains of fatally injured occupants, tag, or otherwise identify each body, and mark its location in the wreckage or on the ground (photograph in position, if possible).

PERMIT news media coverage. Accredited news media may be permitted to enter and photograph the area as long as the wreckage is not disturbed.

NOTIFY the local authorities, the National Transportation Safety Board and the local FAA Flight Standards District Office (FSDO). (Elizabeth Louie)

What is the Airports Division's Safety Section?

The Safety Section of the Safety and Standards Branch is the principal element of the Airports Division administering the airport certification and ground safety program. The staff's primary responsibilities include:

- ✓ Administer the Airport Certification Program, and recommend the issuance of certificates attesting to an airport's ability to maintain minimum airport safety standards specified by 14 Code of Federal Regulations Part 139.
- ✓ Provide advisory service to airport management on operational safety, including firefighting and crash rescue facilities equipment performance standards, and aviation fueling handling and wildlife hazard prevention methodology.
- ✓ Perform airport inspections to ascertain compliance with safety standards prescribed by regulation.
- ✓ Validate and evaluate data submitted by airport operators on methods used to insure continued adherence to standards required for airport certification.
- ✓ Monitor and perform airport safety data inspections to determine the physical condition of airport facilities for the National Flight Data Center, the National Plan of Integrated Airport Systems and other uses.
- ✓ Monitor the general aviation airport safety program.
- ✓ Monitor the FAA Form 5010-1 Airport Master Record.



Elizabeth Louie, Bill Critchfield, Bill Long
Airport Certification/Safety Inspectors

What is the Airports Division's Compliance Section?

The Airports Compliance Specialist is responsible for the oversight of the Airports Division's compliance program. The position's primary responsibilities are:

- ✓ Investigate and resolve grant compliance, audit, revenue diversion, and surplus property issues.
- ✓ Take appropriate action in response to complaints alleging a violation of an airport sponsor's federal obligations.
- ✓ Assure sponsor compliance with terms of agreements entered into as a condition of receiving federal assistance and/or land.
- ✓ Coordinate resolution of discrepancies identified in Inspector General audits, single audits, and airport financial reports.
- ✓ Review airport agreements, leases, rules, regulations, minimum standards and land releases for compliance with the airport owner obligations.



Tony Garcia, Airports Compliance Specialist

Passenger Facility Charge Audit Guide Available

The FAA has issued interim guidance to air carriers for conducting annual audits of their PFC collection remittance, and reporting practices. This guidance is the result of extensive coordination with the air carrier, airport, and auditor communities. You can obtain a copy of the audit guide by accessing the FAA web page at <http://www.faa.gov/arp/audit.htm>. The guidance becomes effective immediately, although use of the guidance is voluntary. The FAA is allowing a one-year comment period after which the final guidance will be issued. (Sam Iskander, Program Specialist)

Air Shows are Fun (Or are They?)

Now that the Air Show season is coming to a close, it's very important that we renew our commitments to adequate planning and safety prior to, during, and after the show is over.

In April 1999, FAA Certification Program Guidance Policy # 61 was published concerning the coordination of issuing Air Show Waivers or Authorization to airport owners by the Flight Standards Division. This policy *requires* approval of all air shows be coordinated with the appropriate Airports Division or District Office to assure that all safety planning (Event Ground Operations Plan) has been accomplished and approved for air shows conducted on 14 CFR 139 airports. Though this coordination directive is required for all airports with an Airport Operating Certificate under the Airport Certification Program, it does not relieve general aviation airports of the same obligations under Airport Improvement Program (AIP) Grant Assurances (#19) for coordination of temporary airport closures.

Air Shows are an opportunity to involve neighboring communities in a very exciting aviation activity, a chance for the young and old to enjoy the spirit of aviation as it has been enjoyed by airport management and staff. However, it is important that the items of "safety planning" are accomplished in a coordinated way, much in advance of the air show dates. The proper notice to your local Flight Standards District Office (FSDO) and the FAA Airports Office must take place 120 days and no later than 90 days prior to the air show.

The safety items the Airports Office will review are: 1) copy of request for waiver; 2) airport closure requirements, NOTAM's to be published; 3) air show plans and airport diagrams; 4) plans for emergency services (Fire, Police and EMS); 5) public access plan and public areas; 6) parking and vehicle controls; 7) security provisions (air show and public); and 8) plans for tenant use during open/closure periods. There may be other local conditions that may need special attention.

Also, under AIP Grant Assurances # 24 (airport self-sustaining revenues) and #25 (use of airport revenues), the airport is to be compensated for use of its facilities and staff cost incurred by the air show. The proposed

special event base agreement and financial plan will be reviewed by your Airports Office.

Though these considerations have always been in effect for the conducting of air shows and other airport events, the coordination has been very irregular. It is the Airports Division's goal to assist airport owners in complying with all requirements of the air show event and to assure that all safety concerns are addressed before the event is conducted. If each safety concern is addressed in a timely manner, the event will achieve its goal of promoting safe airport and aviation activities. (Don Thompson, Certification/Safety Inspector)

Aloha, NAS Barbers Point

Naval Air Station (NAS) Barbers Point was officially closed (decommissioned) July 1, 1999, ending a 57-year history. However, the end of NAS Barbers Point marks a new beginning for Kalaeloa (John Rodgers Field) Airport. Immediately upon closing, the state of Hawaii initiated civil airport operations.

A portion of the former naval air station was conveyed to the state of Hawaii on July 1, 1999 for use as a Reliever Airport. The state of Hawaii officially changed the airport name to Kalaeloa (John Rodgers Field) Airport (JRF). The airport is expected to handle general aviation traffic from Honolulu International Airport. Further, JRF will accommodate civil aircraft operations caused by the closure of nearby Ford Island Auxiliary Landing Field on June 30, 1999. The airport may also be designated as an "alternate landing site" by airlines using Honolulu International Airport.

The closing ceremony at NAS Barbers Point was officiated by Deputy Assistant Secretary of the Navy William J. Cassidy, Jr., with state, city, county, and Local Reuse Authority officials also in attendance. The ceremony concluded with a fly-by of the last Navy aircraft stationed at NAS Barbers Point and the final order of "dismiss the crew". Music by the Royal Hawaiian Band and traditional hula signaled a new beginning for Kalaeloa Airport.

The Kalaeloa Airport received its first AIP grant in July 1999 for \$2.7 million for airfield improvement to aid in the transition to civil aviation use. (Howard Yoshioka, Manager, Honolulu District Office)

The goal of this publication is to report and inform our readers. Comments, suggestions and ideas for future articles are encouraged from our readers. Please forward to AirporTopics, AWP-600,

AIRPORTOPICS

P.O. Box 92007, WPC, Los Angeles, CA 90009.

**Federal Aviation Administration
Western-Pacific Region
Regional Airports Division – AWP-600
P.O. Box 92007 World Way Postal Center
Los Angeles, CA 90009-2007**